

GHOST PORTS

OF THE PACIFIC

VOLUME - III

WASHINGTON

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Riegel, Martin P.

Ghost ports of the
Pacific : Washington

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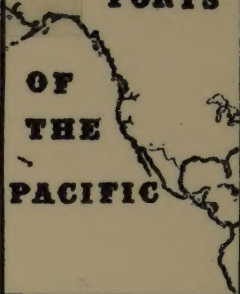
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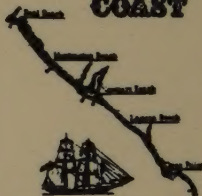
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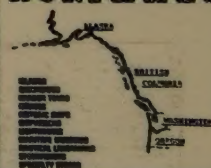


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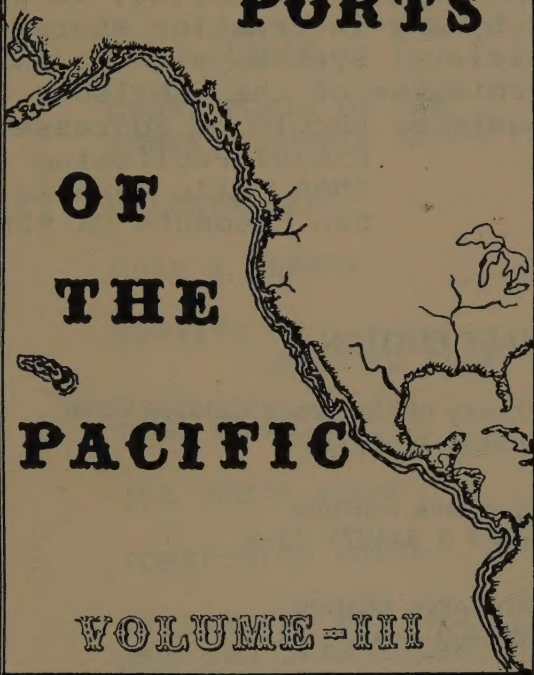


ORANGE COUNTY
CENTENNIAL
LIMITED EDITION

A SHIP LOVERS GUIDE TO THE PACIFIC NORTHWEST



**GHOST
PORTS
OF
THE
PACIFIC**



VOLUME-III

WASHINGTON

by

Martin P Riegel

RIEGEL PUBLISHING

GHOST PORTS OF THE PACIFIC
VOLUME III-WASHINGTON

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Inquiries should be addressed to:
Riegel Publishing
1000 Calle Venezia
San Clemente CA 92672

FIRST EDITION

Library of Congress Catalog Card
Number 89-90772

Paperback Edition:
ISBN # 0-944871-23-2

Hardcover Edition:
ISBN # 0-944871-22-4

Printed in the United States of America

V.3 C.2
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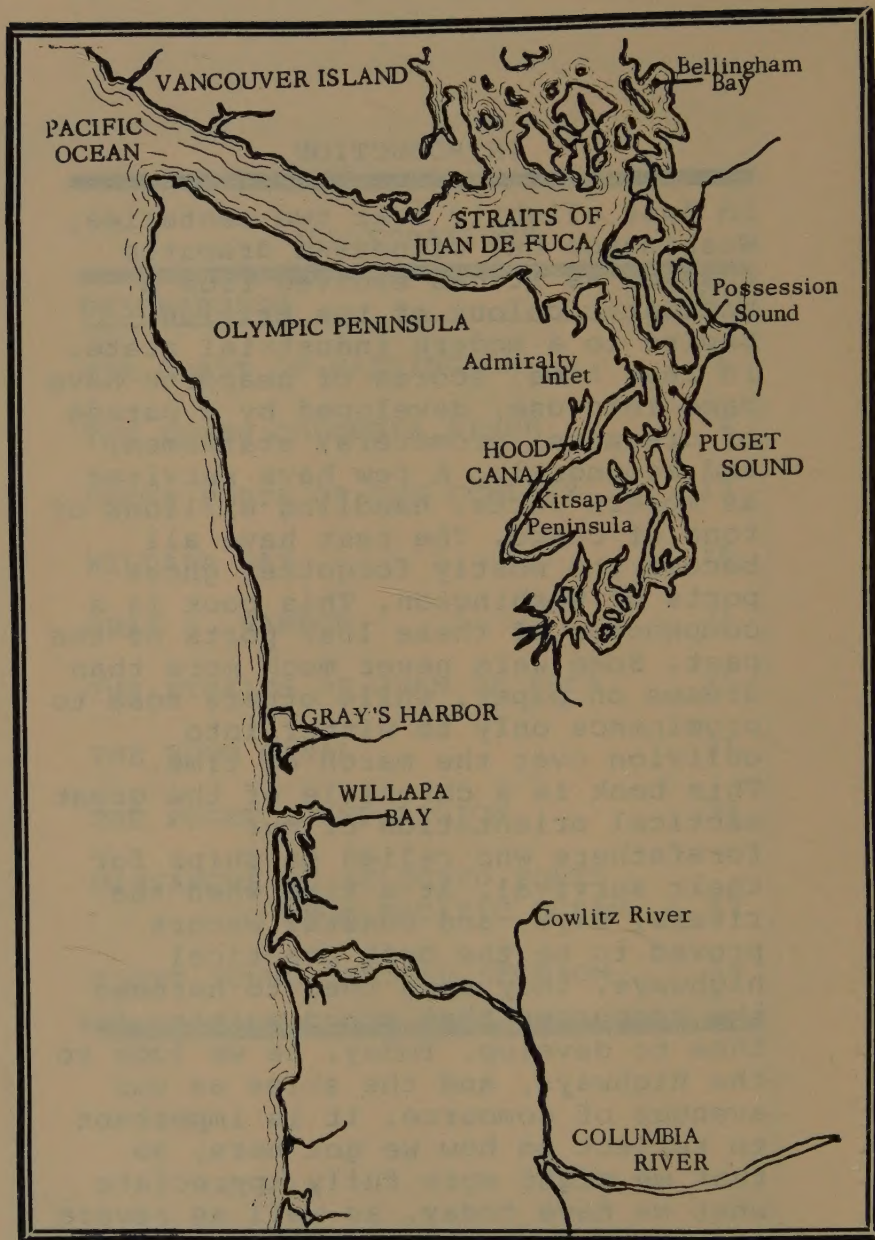
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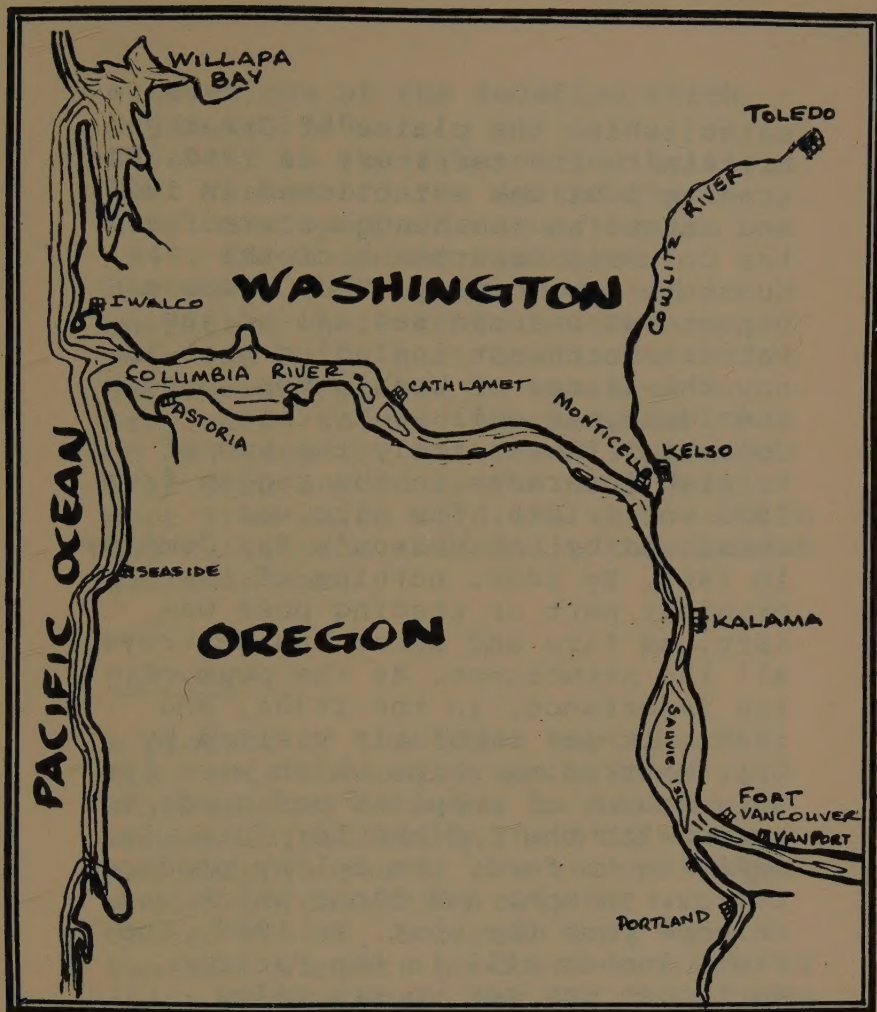
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INTRODUCTION

In just slightly over two centuries, Washington has witnessed dramatic changes as it has evolved from a backwater colony of the British Empire to a modern industrial state. In that time, scores of seaports have come into use, developed by a parade of dreamers, promoters, statesmen, and scoundrels. A few have survived as modern ports, handling millions of tons of cargo. The rest have all become the mostly forgotten ghost ports of Washington. This book is a compendium of these lost ports of the past. Some were never much more than dreams on paper, while others rose to prominence only to wither into oblivion over the march of time. This book is a chronicle of the great nautical orientation of our forefathers who relied on ships for their survival. At a time when the rivers, bays, and coastal waters proved to be the most practical highways, they used them to harness the resources that stood waiting for them to develop. Today, as we look to the highways, and the skies as our avenues of commerce, it is important to reflect on how we got here, so that we might more fully appreciate what we have today, as well as revere the roots from which it came.





FORT VANCOUVER

Located over 100 miles upstream from the mouth of the Columbia River, Fort Vancouver was the first permanent port on the soil of what is now Washington State. The fort was named for George Vancouver, the intrepid mariner who is credited with

establishing the claims of Great Britain to the territory in 1792. The trading post was established in 1825, and served as the headquarters for the Columbia Department of the Hudson's Bay Company. The Columbia Department encompassed all of the Pacific Northwest including what is now the states of Washington, Oregon, and Idaho, as well as British Columbia. It was truly the hub of British interests in the region from 1825 until 1846. The site was abandoned by the Hudson's Bay Company in 1860. By 1866, nothing of the original port or trading post was left, as fire and decay had destroyed all the structures. At the peak of its importance, in the 1830s, and 1840s, it was regularly visited by British trading ships which were its only source of supplies and goods to trade with the Indians for furs. In addition to furs, the colony produced tallow, salmon, and flour which was shipped from the port. In 1848, the first lumber mill in the Pacific Northwest was set up six miles upriver from the village. Both lumber and salmon were shipped to Hawaii, and South America. The modern port city of Vancouver, Washington was founded in 1857 just a little to the north and west of the original fort. Today, a reconstructed Fort Vancouver occupies the original site. A National Historic Site, the fort was rebuilt based on archeological

excavations of the location which began in 1948.

Adjacent to the site of the British Fort Vancouver, the United States Army developed a headquarters in 1848. Known as the Vancouver Barracks, the outpost remained in operation until 1908. A Government Dock was built next to the Hudson's Bay Company piers. It was used by Navy ships to move supplies and men to and from the post. Now long gone, this dock served as the main Navy port from which soldiers were sent to the Phillipine Islands in the Spanish American War.

VANPORT

A product of the 1930s Depression Era, this community was created by shipbuilding interests to sustain the wooden shipbuilding industry which had made Vancouver the second largest wooden shipbuilding city in the United States, eclipsed only by Seattle. Vanport produced hundreds of ships during World War II, only to be abandoned after the War. Only rotting pilings remain to mark the site of this once thriving shipbuilding port which was located near present day Pearson Air Park

KALAMA

Though serving as a riverport, Kalama owes its existence to the Northern

Pacific Railroad. Founded in 1870, the town was created as a terminus for the main rail line extension to the Puget Sound of the transcontinental railroad. The railroad ran from the midwest to Portland. Unhappy with the cost of land in Portland, the Northern Pacific decided to develop its own town where it could reap more profits from the sale of land. Located 25 miles downriver from Portland, trains had to be ferried across the Columbia River from Oregon. The giant train ferry, TACOMA, served Kalama from 1884 to 1916 in this capacity. Kalama also served as an early grain and lumber shipping port for products arriving by rail from inland Washington for shipment by ocean going steamers and sailing vessels. It was also a major stop for the Columbia River steamboat lines. As Portland, and Tacoma developed as major international shipping ports, Kalama waned in importance as a port.

MONTICELLO

Located where the Cowlitz River empties into the Columbia River, about 68 miles from its mouth, Monticello was an important early gateway to all of the territory north of the Columbia River. Pioneers started north from here using the Cowlitz River as far as Cowlitz Landing. From this point, they

continued by land on as far as the Puget Sound. In 1852, Monticello was the site of one of the first political conventions in what is now Washington State. That meeting marked the beginning of the separatist movement which resulted in the establishment of the Washington Territory as a separate entity from the Oregon Territory. Its participants petitioned Congress to create a separate territory to be called the "Columbia Territory". While Congress voted in favor of such a territory, they chose to name it in honor of George Washington instead of the Columbia River. Monticello served as the connecting point between Columbia River steamers and stage lines bound for the Puget Sound. As regular river steamer service developed on the Cowlitz, the town was passed in favor of Kelso, a few miles further up the river. In 1923, the modern town of Longview was founded at the site of Monticello. It was developed by R.A. Long of the Long-Bell Lumber Company who named the new town after himself. Longview continues as a thriving lumber port. Only a park at the intersection of 18th, Maple, and Olympic Avenues which marks the site of the 1852 convention remains to mark the site of Monticello.

KELSO

Founded across the Cowlitz River from Monticello, Kelso was settled in 1847 by Peter Crawford from Kelso,

Scotland. It was selected as a transfer point for river traffic between large Columbia River steamers which were unable to navigate the Cowlitz River, and smaller shallow draft boats which began running some 35 miles up the Cowlitz to its head of navigation. This service began in 1858, and continued until 1918. Kelso was platted in 1880s when steamboating was in its prime. It was incorporated in 1892, and by 1922 had become the county seat. While modern Kelso and Longview have grown to become sister cities on the banks of the Columbia, the original river ghost landing along the Cowlitz at Kelso was about five miles from its mouth.

TOLEDO

In the late 1870s, Joseph Kellogg began steamboat operations on the Cowlitz River. In 1878, he launched the riverboat, "TOLEDO" which he used to run the entire 35 mile navigable stretch of the Cowlitz River. At this time, river transportation was primary means by which the prosperous farms along the river were able to bring in supplies, and ship out the butter, milk, eggs, livestock, hay, potatoes, and hops produced on their land. All along the river "mud landings" were established where Captain Kellogg would land if a signal flag on the shore indicated there was cargo to pick up. With only

Kelso as the downriver port, Captain Kellogg decided he needed a settlement at the head of navigation to make the operation more practical. As a result, the town of Toledo, named after the sternwheeler, came into being. The prosperous line expanded to the point that a round trip from Toledo directly to Portland was initiated. The fare was two dollars plus meals which were 35 cents each. Until the coming of the highways after World War I, nearly everything going to Toledo (mail, dry goods, machinery, and people moved by steamboat. Today, Interstate 5 connects the Columbia River with the Puget Sound passing about three miles west of the old ghost port of Toledo.

GHOST LANDINGS ON THE COWLITZ RIVER

<u>LANDING NAME</u>	<u>MILES FROM MOUTH</u>
Monticello	2
Kelso	5
Ostrander	9
Big Sandy Bend	13
Castle Rock	17
Toutle River	21
Olequa	26
Porter Bar	30
Cowlitz Landing	32
Toledo	35

CATHLAMET

Founded in 1846 as a trading post, Cathlamet was one of several early riverports which served as trading

posts, and later shipping ports for salmon canneries, lumber mills, and other industries dependent upon Columbia river steamers for moving their goods to market, and bringing back labor and supplies. Among the others were Stella, Skamokawa, Brookfield, Knappton, and Altoona.

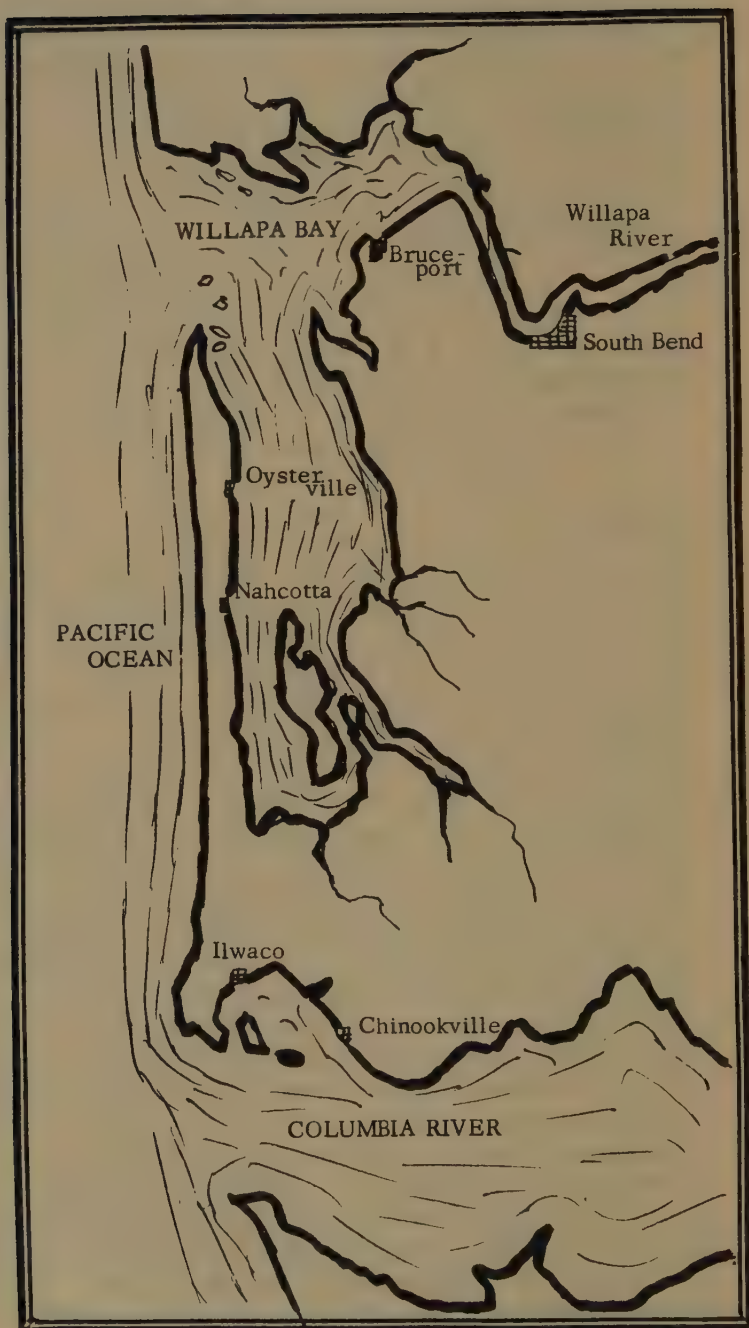
CHINOOKVILLE

Just inside the mouth of the Columbia River, on the Washington shore lies a broad bay which was named and renamed during the last part of the Eighteenth Century as various explorers came upon it. In 1776, Spanish mariner Bruno Hecata called it "Bahia de la Ascuncion". Thirteen years later English sea captain, John Meares called it Deception Bay. Lewis and Clark described it as Rogue s Harbor. In 1792, it was permanently named Baker s Bay in honor of Captain James Baker whose ship, the British brig JENNY, was found anchored there on the day Vancouver first explored the entrance to the Columbia River. The Chinook Indians occupied a village on the bay long before any explorers ever visited the Columbia. In 1839, Captain James Scarborough of Essex, England, settled on the bluff overlooking the village, and took an Indian wife. He had first came upon the site ten years earlier when he was second mate, and boatswain aboard the bark, ISABELLA, which wrecked in the bay while enroute to Fort Vancouver. After serving as Captain of the Hudson s Bay Company ship, CADBORO, for a decade, he decided to

take up residence at the bay in order to serve as a bar pilot for incoming ships. Chinookville was the landing point for Scarborough who also was involved in shipping salmon to England, and raised fruit on his blufftop land now known as Scarborough Head. In 1864, the United States government bought the land for use as a coastal defense site. In 1894, Fort Columbia was built there, remaining in use until the end of World War II. The site of Chinookville is now a state park.

ILWACO

This port, located on Baker Bay, was first established in the 1860s as a riverboat landing for beachgoers destined for the Methodist church campground started nearby. The church opened the site to offer an alternative destination for beachgoers wanting a more family oriented seaside resort than Clatsop beaches in Oregon could offer. Soon Ilwaco rivaled Clatsop as a resort. Large Columbia river excursion ships could only reach the pier at high tide. Thus in the early years, they landed at Astoria, where smaller ships shuttled passengers on to Ilwaco. When a narrow gauge railroad was completed as far as Nahcotta on Willapa Bay in 1888, passenger traffic increased to the point that the large steamers, and the railroad schedules were developed to time their arrivals with the tide. By 1930, Ilwaco was a ghost port, and the railroad was abandoned.



WILLAPA BAY

Located a scant twenty miles north of the Columbia River Bar the entrance to this bay was discovered by Lieutenant John Meares, a British sea rover, in 1788. The surf was so heavy on the day he arrived at the bay, he did not attempt to sail his ship, the FELICE ADVENTURER, into it. He named his discovery Shoalwater Bay, although it has since been renamed Willapa Bay. Home to the Chinook Indians for centuries, the bay was not settled by Europeans until 1845. By 1851, Charles Russell of Virginia began the first harvest of the vast fields of oysters growing in the bay. It seems the bay had the perfect balance of salt water and fresh water flowing into its reaches for oyster cultivation. The Indians had long used these shellfish in their diet. When the oysters reached San Francisco, and their source was established, the oyster rush was on!

OYSTERVILLE

In 1854, R.H. Espy and his partner I.A. Clark built a log cabin on a location between the sea and the bay that was near the northern tip of the Long Beach Peninsula. Their plan was to develop a commercial cannery for the oysters. By 1860, the growing port was made the county seat of Pacific County. Cargoes of canned and

smoked oysters were loaded on schooners calling at the wharf. The main street of town along the water front was built mostly from ship ballast dumped as they loaded their holds. Oysterville reached its peak between 1880 and 1890. In 1884, the first deep water wharf was completed, followed in 1888 by a second one. By 1892, the port began its decline. First, the county seat was moved to South Bend in 1892. Soon rival oyster towns were developed, and finally the supply of oysters declined from over production. By the 1940s, the town was nearly deserted, and a ghost port.

NAHCOTTA

One of the towns that led to the decline of Oysterville was Nahcotta. The town was located at a former Chinook Indian village site, and was named for the old chief of the village who lived nearby. Located just a few miles south of Oysterville, the area was rich in oyster beds. J.A. Morehead, the town founder, arrived in 1890. He was soon joined by James R. Morrison, and eight other men who formed the village. A pier was built, and the oyster port was in business, competing with Oysterville in the oyster trade. In 1899, the still growing town was given a boost when the Ilwaco Railway and Navigation Company extended its railroad to

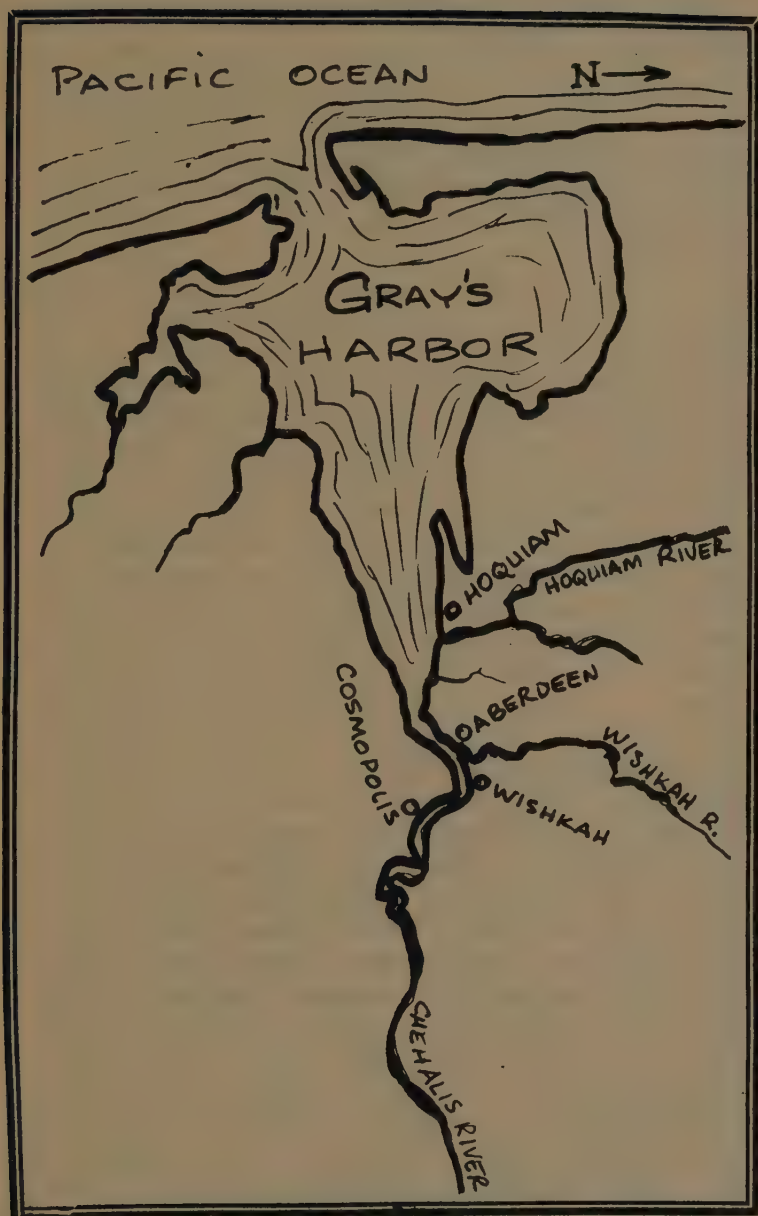
Nahcotta from its port on Baker Bay at the mouth of the Columbia River. The railroad brought tourists from Oregon to the bayside community. By 1930, the railroad was abandoned, and the oyster industry was long gone. Today, what is left of Nahcotta still depends on tourism for its survival. The pilings of the old railroad terminal dock still mark the site of what is now another of the ghost ports on Willapa Bay.

BRUCEPORT

One of the first oyster schooners to arrive at Willapa Bay was the ROBERT BRUCE. The ship was owned by the Bruce Brothers of San Francisco. In 1851, as they raced other oystermen to reach this newly discovered source of oysters, they apparently enraged the cook aboard ship to the point that he managed to set their ship afire just after they anchored off Stony Point in Willapa Bay. Stranded at the bay, the brothers decided to set about gathering oysters for other schooners headed for the bay. At the time a bushel of oysters could be sold at the dock for a dollar. The same bushel could be resold in San Francisco for ten dollars. The Bruce Brothers oyster harvesting colony soon grew to become Bruceport. However, by the 1880s, the oyster beds began to decline from over fishing, and Bruceport declined rapidly. The last resident of the town was gone by 1895.

SOUTH BEND

Willapa Bay was originally named Shoalwater Bay because of the constantly shifting sand shoals at its entrance. The bar of this bay was one of the most dangerous crossings on all of the Pacific Coast. However, the lure of great stands of timber along the Willapa River brought lumbermen to the shores of the bay in the 1860s anyway. At the spot where the river reaches its southernmost point, the lumber port of South Bend was founded in 1869. Unlike the other ports on the bay whose economy depended on the oyster, South Bend grew to become the dominant city on the bay because of the lumber industry which continued to prosper well into the Twentieth Century. In 1892, Pacific County residents voted to have South Bend replace Oysterville as the county seat. Unwilling to relinquish their prize, the residents of Oysterville refused to turn over the county records until 1893 when two steamboats arrived from South Bend with an "army" of 85 men who literally carried off the county seat, and brought it back to South Bend. Eventually, South Bend even replaced Oysterville as the "Oyster Capital of the West". Though South Bend died as a lumber port in the 1930s, the port enjoyed a short rebirth during World War II when its wooden shipbuilding yards were reopened for a few years.



BULLFINCH HARBOR

In the summer of 1792, Captain Robert Gray, had just returned to the Pacific Northwest from Boston on his ship, COLUMBIA REDIVA, after having become the first American mariner to circumnavigate the globe. Sailing south along the Washington Coast from Cape Flattery, trading with the Indians as he charted the coast, Gray discovered a large bay which he named Bullfinch Harbor in honor of Charles Bullfinch, one of the owners of his ship. That same year, as George Vancouver charted the coast for the British, he renamed the bay Gray's Harbor in honor of its discoverer. When Vancouver's charts were published (Gray's were not), the name, Gray's Harbor came into general use.

CHEHALIS CITY

One of the first settlements on the bay, Chehalis City was founded in 1851 by John Butler Chapman. This town was a little ahead of its time and was soon deserted. By 1866, however, regular steamer service was provided on the Chehalis River by the CARRIE DAVIS.

COSMOPOLIS

In 1859, a brick factory began operations at Cosmopolis, another pioneer town in the bay area. In

later years Cosmopolis also was a lumber port supplied by a mill operated by the Grays Harbor Commercial Company. Located a few miles up the Chehalis River from the bay, it was one of the first ports.

WISHKAH

The first settler at a site where the Wishkah and the Chehalis Rivers come together to form Gray s Harbor was Sam Benn. Arriving in 1868, he utilized the river steamer service to bring loads of salt from Elma, 20 miles up the Chehalis, to his settlement. He used the salt to cure his fish which he caught in the bay. By 1878, a fish cannery operated by Hume family was in operation at Wishkah. In 1884, A.J. West established a sawmill on the waterfront. At this point the village of Wishkah consisted of the cannery, the Aberdeen Hotel, a saloon, a general store, and two residences. Soon afterward the townsite of Aberdeen was platted across the Wishkah on the west bank. The name is of Scotch origin, and means "the meeting of two rivers". Though one of the last towns founded on the bay, Aberdeen absorbed Wishkah, and went on to become a major port with two lumber mills, and 14 canneries, plus several shipyards. The site of Wishkah in East Aberdeen is being restored as an historical site which includes cannery row, a sawmill

exhibit, and the Gray's Harbor Historical Seaport. The Historical Seaport is located on the old site of the Grays Harbor Shipbuilding Company.

HOQUIAM

Located on the north shore of Gray's Harbor at a point where the Hoquiam River empties into the bay, Hoquiam was platted in 1884 during the Gray's Harbor Lumber Boom. Like Aberdeen, the town thrived as a lumber shipping port, and wooden shipbuilding center. Today, the major industry is cranberries as the harbor is one of the three largest cranberry producing areas in the country, and the largest west of Michigan.



THE STRAITS OF JUAN DE FUCA

These legenday straits were named after the a greek sailor who claimed to have visited them aboard a Spanish vessel in 1592. They were named, and first explored by British sea rover, John Meares in 1788. Except for a brief attempt by the Spanish to establish a small colony in 1792, no European settlements were made along the Washington shore of the straits until 1849. In the early 1850s, the settlements along the straits came to be the most important ports in the entire territory until eclipsed by the towns of the Puget Sound.

NEAH BAY

The first European settlement in the state was established at Neah Bay in 1792. It was a Spanish outpost named Nunez Gaona. Founded by Lt. Salvador Fidalgo, its purpose was to serve as a supply depot for Spanish ships. Provisions were made to raise livestock, and vegetables, as well as to produce hardtack biscuits. After only four months, the settlement was ordered abandoned in order to satisfy an agreement between Spain and England eliminating all Spanish land claims north of San Francisco. The Makah Indian village of Neah Bay, located there proir to the Spanish settlement continued to thrive after

their departure. The Indians traded sealskins, whale oil, and fish to the outside world until the 1920s, when they turned strictly to fishing for their livelihood.

CLALLAM BAY

Clallam Bay was named by Captain Henry Kellett in 1847. The name was derived from the Klolub Ant Indians who lived on the bay. The Indian word meant "Clam Men". In the 1880s, the town was one of the major lumber ports on the straits. Until the 1930s when a road was finally built to the settlement, it was only accessible from the water. Today, it is only a small village.

CRESCENT BAY

Once the rival of Port Angeles as the main city on the Olympic Peninsula, all that remains of Crescent Bay today is its graveyard. A booming lumber port in the 1880s and 1890s, the town declined rapidly when the adjacent timber was all cut.

PORT ANGELES

This bay was named by Spanish explorer, Francisco Eliza, who called it "Porto de Nuestra Senora de Los Angeles". The townsite was laid out by the United States Government in 1862. It shared this distinction with only Washington, D.C. The federal

townsite was opened to settlers in 1891. Of all the early lumber ports, it has survived to grow into a modern port city with ferry service across the straits to Victoria, B.C.

DUNGENESS

The town of Dungeness took its name from the sandspit which separates it from the straits. Vancouver so named the spit in 1792 because it reminded him of Dungeness, England. The word is of Anglo-Saxon origin, and means "sandy cape". In the 1880s, the port of Dungeness shipped butter, eggs, potatoes, rhubarb, hay, and cattle produced on the fertile land along the Dungeness River, to the booming lumber ports at Port Townsend, and Crescent Bay. As the lumber business declined around the turn of the century, the Dungeness wharf fell into disuse. Today, Dungeness is a ghost port with only a few pilings of its wharf, which stretched across the tidelands, left to mark its site.

PORT DISCOVERY

On March 6, 1792, Vancouver and his men landed here for a period of rest and relaxation. It was their first time on land after months at sea. He named the bay in honor of his ship, the DISCOVERY. In 1858, the Port Discovery Mill Company built a

sawmill at the head of the bay. It was founded by S.L. Mastick of San Francisco. The mill reached its peak production in 1874, and began a rapid decline into a ghost town which no longer exists. Only a few rotting pilings mark the site of the wharf.

PORT TOWNSEND

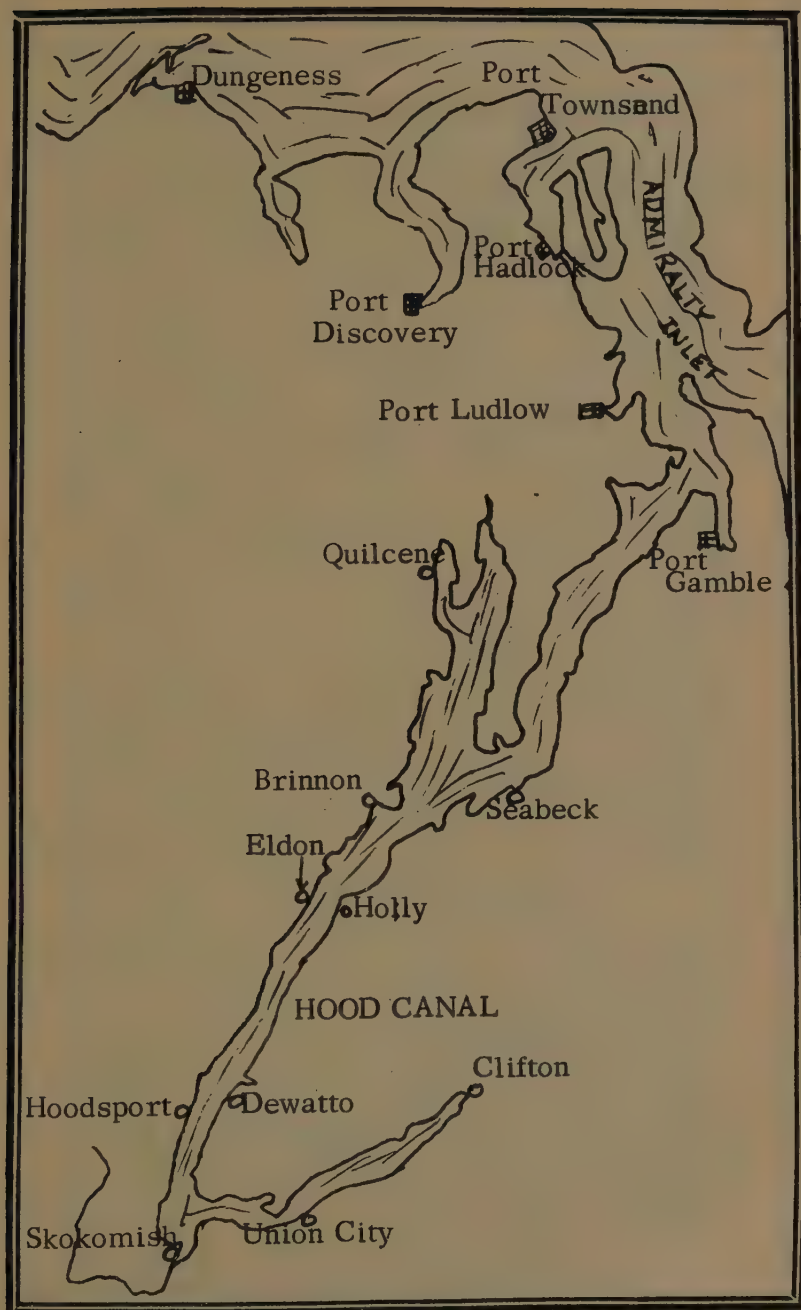
This port was named by Vancouver in 1792 in honor of the Marquis of Townshend. It was first settled in 1851 by A.A. Plummer. Platted in 1852, it was the first town on the straits. Because of its strategic location where the straits meets the Puget Sound, it quickly developed as the main port of entry to the territory. In the 1870s, and 1880s it was one of the glamor cities of the Pacific Coast. In that era, the port played host to the consulates of Great Britain, France, Germany, Hawaii, Chile, Norway, and Sweden. Ships from all of these nations called at its booming lumber mills. Port Townsend reached its peak in 1889, when its volume of ship traffic was exceded only by the Port of New York City. The 1890s marked the start of a steady decline in the fortunes of the town as Tacoma, and Seattle, stimulated by rail service which never reached Port Townsend, became the new centers of commerce.

IRONDALE

Located on the western shore of Port Townsend Bay, Irondale was founded in 1900 by Homer W. Swaney, head of the Pacific Steel Company. Swaney envisioned Irondale as becoming the "Pittsburg of the West" when he laid out his great steel making port. After only a few years of operation, the steel mill was closed after Swaney drowned when the S.S. CLALLAM foundered in the straits in 1904. There is nothing left to mark the site of this ghost port today.

PORT HADLOCK

Located at the upper end of Port Townsend Bay, Port Hadlock was another short lived lumber port. It was founded by a man named Glidden who named the port after his financial backer, Samuel Hadlock.



HOOD CANAL

This narrow forty mile long inlet off the Puget Sound was discovered in May of 1792 by George Vancouver. In his journal he named it the Hood Channel in honor of his superior, Lord Samuel Hood (He later named Mount Hood in Oregon for the same man). When the charts made on this voyage were published, it seems the word "canal" was erroneously entered instead of "channel" even though by definition the inlet is a natural channel, and not a man made canal. Forming the eastern coastline of the Olympic Peninsula, the Hood Canal contained vast stands of timber. By 1853, it was dotted with water powered sawmills turning out lumber destined for California, Hawaii, the Orient, Australia, and South America. Ports such as Quilcene, Brinnon, Eldon, Hoodspport, Skokomish, Clifton, Dewatto, and Holly depended on ships for their survival in the last half of the Nineteenth Century, and on into the early Twentieth Century. In this era a flotilla of small steamers known as the "Mosquito Fleet", carried the staples of life from Seattle and Tacoma to these isolated towns. As railroads, and highways were built, they turned their backs on the waterway, becoming ghost ports.

PORT LUDLOW

In 1841, the United States had dispatched Lt. Charles Wilkes to the Pacific Northwest to establish charts of the coast, and inland waterways. At the time, the United States, and Great Britain shared the territory, although it was dominated by the British monopoly known as the Hudson's Bay Company. While Vancouver had made charts of the area in 1792, he only named the most prominent landmarks at the time. By the time Wilkes completed his charts, he had named over 600 landmarks in what is now the state of Washington. It was his efforts that no doubt resulted in the United States being given sovereignty to all land below the 49th Parallel—our modern boundary with Canada. One such place named by Wilkes was the small deepwater bay located where the Admiralty Inlet meets the Hood Canal. Wilkes named it Ludlow Bay in honor of Augustus C. Ludlow, a U.S. Navy casualty of the War of 1812.

The honor of the founding of Port Ludlow, and its mill, in the fall of 1853, belongs to Captain William P. Sayward, and J.F. Thorndyke, both from Maine. The mill fell on hard times, and was closed in 1866. In 1874, it was reopened as the Port Ludlow Mill Company, and joined by a shipyard owned by the Hall Brothers, who went on to become the foremost wooden sailing shipbuilders in Washington. The Pope and Talbot

Lumber Company, one of the giants of the industry, acquired the town in 1879. The small, old mill was torn down, and replaced it with a 65 by 394 foot plant, one of the largest in the region. Under the management of Cyrus Walker, Port Ludlow became the lumber capital of the world. He ruled his empire with an iron hand until its demise in the 1930s when it ran out of timber, and was closed. The mill and many of the buildings of the town were barged across the inlet to Port Gamble. Little is left of the great docks that once lined the now abandoned ghost port. The modern village of Port Ludlow is located a mile north of the old ghost port.

SEABECK

Located on the eastern shore of the Hood Canal, known as the Kitsap Peninsula, Seabeck was founded by Marshall Blinn in 1857. It featured both a mill, and a shipyard. This combination became a common practice as wooden shipbuilders found it more advantageous to be close to their source of supply, and be able to supervise the cutting of the ribs, spars, and planking of their creations. Although one of the earliest lumber ports, it was dwarfed by its neighbors Port Ludlow, and Port Gamble, both of which were closer to the open sea, and therefore more desirable destinations. The mill burnt to the ground in 1886, and was never rebuilt, leaving Seabeck to become a ghost port.

PORT GAMBLE

Just across the entrance of the Hood Canal from Port Ludlow was another oval shaped bay about two miles long which Wilkes had named for Lt. Robert Gamble, a naval officer wounded at sea during the War of 1812. The bay was selected by Captain W. C. Talbot for the site of the first Pope and Talbot lumber mill on the Pacific. Their families had been in the lumber milling and shipping business in Maine since 1767. This mill, one of the first in the Pacific Northwest, was a modest 45 by 70 foot steam powered plant when built in 1853. By 1857, it had been replaced by a new mill which increased capacity many times over. A year later , a company owned townsite was platted, and a town patterned after East Machias, Maine, the founders hometown, developed. In 1872, it was the fourth largest town in the Washington Territory. By 1879, the town had reached its peak as a lumber port, and was soon a ghost port as ships sailed past heading for Seattle, Port Blakely, and Tacoma where newer mills, and better port facilities existed.



THE PUGET SOUND

Named for one of Vancouver's lieutenants, Peter Puget, the Puget Sound was where the first British and American settlers chose to settle. Once the flood of lumbermen came to the area in the early 1850s, they chose locations for mills that were closer to the open waters of the Pacific, a choice dictated by the

shipping conditions of the era. As towboats became available to assist large sailing ships into tight locations, and as the faster, and more reliable steamship became available, ports farther away from Cape Flattery, and the open sea replaced the early major seaports such as Port Townsend, and Port Ludlow. The choice of the transcontinental railroads of Tacoma, and Seattle for their terminal cities also influenced the later development of the Puget Sound into the "Crossroads of the North Pacific".

TABLE OF DISTANCES FROM CAPE
FLATTERY AND THE PACIFIC OCEAN

<u>Port Name</u>	<u>Distance in Miles</u>
Clallam Bay	22
Crescent Bay	47
Port Angeles	63
Port Townsend	87
Port Ludlow	99
Anacortes	92
Port Gamble	103
Bellingham	107
Mulkiteo	111
Blaine	113
Everett	115
Port Madison	117
Eagle Harbor	123
Seattle	124
Port Blakely	125
Bremerton	132
Port Orchard	134
Tacoma	144
Steilacoom	153
Olympia	169



APPLETREE COVE

In 1853, J.J. Felt located one of the first sawmills on the Puget Sound at Appletree Cove. In less than a year, however, the mill equipment was bought by George Meiggs of San Francisco. Meiggs abandoned the short lived port, moving the mill several miles south to Port Madison. The present port of Kingston sits on the same cove where this ghost port once stood.

PORT MADISON

Port Madison was named by the Wilkes expedition in 1841 in honor of the fourth President of the United States, James Madison. When George Meiggs relocated the sawmill equipment from Appletree Cove, he chose an inlet on the Bainbridge Island side for the mill town of "Port Madison". Port Madison rivaled Olympia, and Steilacoom as the largest town in the Washington Territory in the 1850s boasting a brass and iron foundry, a machine shop, one general store, a blacksmith shop, a carpenter shop, a church, and a school, as well as a shipyard. The mill was plagued by misfortune. It burned twice (in 1854, and 1864). It went bankrupt in 1873, and was closed for four years. Nearly all its residents moved to other lumber towns. When it reopened in 1877, it rose quickly to become one of the

largest lumber ports on the Puget Sound. Within a decade, however, it was out of timber to cut. Port Madison was then soon squeezed out of existence by other large lumber companies who limited the amount of logs they would sell to the plant. Virtually a ghost town as well as a ghost port, Port Madison no longer exists. As State highway number 305 crosses Bainbridge Island, it passes by the inlet where the port once flourished.

EAGLE HARBOR

The Hall Brothers, Henry, Winslow, and Isaac, were natives of Massachusetts who originally moved to San Francisco in 1863 to start their own shipbuilding business. In 1873, Isaac, convinced of the great advantages of building ships near the mills, came to Port Ludlow with a contract to build a two masted schooner for a San Francisco ship owner. Winslow acted as agent in San Francisco negotiating the shipbuilding contracts. Isaac died in 1879, and the mill at Port Ludlow closed in 1880. The shipyard, already one of the most prolific, and highly regarded on the Pacific Coast, moved to Port Blakely. By 1903 when the last of the Hall Brothers, Henry, retired after nearly three decades of shipbuilding, their shipyards had produced nearly 100 sailing vessels, and a dozen wooden steamships. The firm, taken over by James Hall, son of Henry, was relocated to Eagle

Harbor and renamed the Hall Brothers Marine Railway and Shipbuilding Company. The firm began specializing in ship repair as well as building, continuing in operation until after World War I. The town of Winslow, founded in 1903 at Eagle Harbor was named in honor of Henry Winslow. Today, the town lives on as a ferry landing.

PORT BLAKELY

Captain William Renton was one of the pioneer lumbermen on the Puget Sound arriving there in 1853. After setting up his first mill on Alki Point in what is now the city of Seattle, he developed Port Orchard, sold the mill, and founded Port Blakely in 1863. A company owned venture, Port Blakely was laid out as a New England style town by the Port Blakely Mill Company. It reached its peak in the 1880s when it had a 75 room shoreside hotel, the Hall Brothers Shipyard, and was connected by a rail line which brought in logs from the Olympic Peninsula. The mill employed over 1200 men. Then suddenly in 1888 the mill and most of the town caught fire, and burned to the ground. Although rebuilt, the town never fully recovered. The shipyard moved to Eagle Harbor in 1903 when the mill closed. By the beginning of World War I, Port Blakely was little more than a memory. Only the stubs of the pier pilings are left to identify this long gone ghost port.

SIDNEY

Plagued by storms sweeping in from the straits, Captain William Renton soon abandoned his first location choice for a sawmill, Alki Point, in favor of the protected west shore of the Puget Sound. There, he founded a mill on Port Orchard Bay in 1854. The bay was named by George Vancouver in 1792 in honor of one of his crew members, H.M. Orchard. Soon after the mill was in operation, Sidney Stevens platted a town around it which was filed in 1855 under the name of "Sidney". In 1862, Captain Renton sold the mill to the Colman and Falk Company. The mill was rebuilt in 1869, but apparently bankrupted the owners as the sheriff soon seized the property. Auctioned off, the mill was barely back in operation when, in 1870, it caught fire, and was destroyed. The town of Sidney lived on to become the town of Port Orchard in 1903, but the mill was never rebuilt.

DOCKTON

Quartermaster Harbor on Vashon Island was another of the harbors on the Puget Sound named by Lt. Charles Wilkes in 1841. In 1891, The Puget Sound Drydock Company founded a ship repair facility here. It included a 325 foot long, 182 foot wide drydock. The town that grew up around the docks became Dockton. Though the

towns has continued to exist, it became a ghost port after 1906 as the drydock fell into disuse.

NEW MARKET

In 1845, Michael T. Simmons founded the village of New Market at the head of navigation on the Deschutes River, just below Tumwater Falls. It was the first American settlement north of the Columbia River. Though located over 170 miles from the Pacific Ocean, the town grew and was soon home of the Puget Sound Milling Company which had bought the old sawmill from Fort Vancouver on the Columbia River, and put it to work on the Puget Sound in 1847. The town also soon had a flour mill and a brewery. When it was incorporated in 1869, it was renamed "Tumwater" which was the Chinook Indian name for the falls. Eventually cut off from Budd Inlet by a dam located in Olympia, Tumwater has long since seen its last ocean going vessel.

SMITHFIELD

This town was platted by Edmund Sylvester, and Levi Smith in 1846. It was, of course, named after Levi. Located on Budd Inlet just north of New Market (Tumwater) it soon overshadowed the neighboring village. Smith died before 1850 when the town was platted. This event allowed Sylvester to rename the village

Olympia, which was made the territorial capital. Olympia was one of the primary ports of call in the territorial days of Washington, but with the coming of the railroads most ocean going commerce shifted to Tacoma and Seattle which were dozens of miles closer to the Pacific Ocean.

FORT NISQUALLY

Founded in 1832 by the Hudson's Bay Company, this outpost was the first European settlement on the Puget Sound. In 1841, the company decided to expand the settlement by developing an agricultural colony on the fertile land surrounding the fort. Company ships made regular calls at the port to drop off supplies, and pick up the farm products produced there. The Hudson's Bay Company continued to operate the colony until 1869, when the land was sold to the U.S. Government which ended its days as a port. In 1932, the buildings which were still standing at what is today the town of DuPont, were reconstructed into an historic site in Tacoma.

STEILACOOM

Named for a local Indian chief, the village of Steilacoom was founded in 1850. Just one year prior to its founding the United States Army had located its first outpost on the Puget Sound, Fort Steilacoom, nearby. A Maine sea captain, Lafayette Balch,

founded this frontier seaport, one of the earliest settlements on the Puget Sound. The town got a big boost when Nicholas DeLin arrived in 1852. He soon developed an industrial "empire" that included a barrel factory, salmon packing plant, a brewery, and a sawmill. The thriving port was considered for the territorial capitol, but had to settle for being the first county seat of Pierce County. In 1854, it became the first incorporated town in the Washington Territory. Throughout the 1850s, it vied with Olympia and Port Townsend for the honor of being the largest town in the territory. By the time the Transcontinental railroad had chosen its neighbor, Tacoma, as a terminus, Steilacoom was doomed to becoming a ghost port.

COMMENCEMENT CITY

Commencement Bay was the name which was given to this body of water by the Wilkes Expedition in 1841. It was so named because it was the starting point for their exploration and charting of the Puget Sound. In 1852, a settlement grew up on the east shore of the bay near Browns Point. When its sawmill was put into production, it became one of the early lumber ports on the sound. When plans were were being made to by the Northern Pacific Railroad in 1870 to establish a western terminus on the Puget Sound, the towns of Seattle, Olympia, and Bellingham Bay were all

considered. As speculators drove up the cost of real estate in these towns, the railroad decided to establish its own town where it could control the real estate prices, and profits. Choosing a site on Commencement Bay, the town of Tacoma was established. With the financial power of the railroad in control of Tacoma, Commencement City's days were numbered, and it was soon swallowed up by its infant neighbor. Tacoma became the major seaport on the Sound within a decade, only to be eclipsed by Seattle in the late 1890s.

NEW YORK

In 1851, an young emigrant born in New York City, David Denny, landed at Alki Point on the west shore of the Puget Sound. He envisioned a city located here that would some day rival his home town as a great seaport. Thus he named his settlement of a few dozen souls "New York". The struggling community survived by cutting trees into lumber suitable for pier pilings in San Francisco. Within a short time, two of the more experienced residents, Arthur Denny, and Carson Boren, located a more favorable site for a port on the other side of Elliott Bay. They named their settlement in honor of the resident Indian chief of Elliott Bay, Seattle. By 1853, the still diminutive village of New York was renamed for the point on which it was located. The name "Alki" was a Chinook word meaning "bye and bye".

Alki attracted the sawmill of Captain William Renton in 1853, but he soon moved it to a more protected spot on the west shore of the sound. By 1860, Alki was a ghost town, its settlers having moved across the bay to the now thriving town of Seattle where Henry Yesler had opened a sawmill.

FREEPORT

The first big growth spurt in Seattle came in 1858, when the gold rush to the Fraser River in British Columbia took place. In 1864, three developers from San Francisco, J.R. Williamson, Charles Phillips, and Captain Plummer, decided to locate a rival seaport on the west shore of Elliott Bay, opposite Seattle. The venture was not a success, and Freeport eventually disappeared into the growing port of Seattle.

THE POSSESSION SOUND

Connecting the Puget Sound with the Rosario Straits, the Possession Sound was discovered and named by George Vancouver in 1792. It was so named because it was here in June of 1792 that Vancouver first landed, and "formally" took possession of the Pacific Northwest Coast of North America in the name of King George III. He christened this land "New Georgia" in his honor.

PORT GARDNER

Named by Vancouver in honor of Admiral Sir Alan Gardner, this early seaport at the mouth of the Snohomish River was first settled in 1862. The Snohomish River was navigable for over 30 miles up to Fall City. In the last decades of the Nineteenth Century river traffic spawned two sizeable river ports along its banks, Snohomish, and Marysville. In 1889, Bethel and Wyatt Rucker formed the Everett Land Company, and acquired land near Port Gardner. They platted the town of Everett, naming it in honor of the son of one of their partners, Charles L Colby. Within a few years it came to be the dominant city on Possession Sound as it acquired a paper plant, an iron works, and the Great Northern Railway.

COUPEVILLE

Located on Whidbey Island, Coupeville was founded by Captain Thomas Coupe in 1852. Coupe located one of the first shipyards in the territory here. Long since a ghost port, many of the original structures have been protected as a part of the Ebey Landing National Historical Preserve. The settlement was first named Ebey Landing after Isaac Ebey who was later killed in an Indian attack.

UTSALADY

In 1857, Lawrence Grennan and Thomas Cranney located a site on Camano Island in the Possession Sound that they envisioned would become the great port of the Washington Territory. It retained the name given the area by the Indians. The name means "land of berries". Utsalady was at first a success as the sawmill built by the founders was soon joined by shipping warehouses, a shipyard, a hotel, school, and newspaper. Its prosperity waned in the panic of 1873. The mill was soon bought out by the Pope and Talbot Company. In 1896, the plant was closed, and Utsalady nearly became a ghost town.

SWINOMISH

Located on Swinomish Slough, this settlement was first a trading post called Swinomish. When it was founded as a town in 1867 by John S. Conner, it was renamed for his wife, Louisa A. Connor. It was located near the Skagit River which was navigable up to the riverports of Skagit City, and Mount Vernon. At its peak in the 1880s, LaConner was the largest and most important port serving the Skagit Valley. Today it is only a small town.

MAGIC CITY

This protected harbor on Fidalgo Island was a favorite of the whaling trade as a stopover for provisions.

The island was named for the Spaniard, Salvado Fidalgo, of the Eliza expedition of 1790. In 1855, the spot was called Squaw Harbor, and a few years later it was called Ships Harbor. Sometime after its founding in 1860 by a group of loggers and fishermen, it was renamed in honor of the wife of one of its early settlers, Amos Bowman. He married Anna Curtis. Though Magic City only survived as a port for a few years, Anacortes has gone on to become one of the largest ports in Washington.

BELLINGHAM BAY AND THE SAN JUAN ISLANDS

This area was first explored by the Spanish Expedition of 1791, led by Francisco Eliza. Their main legacy was the naming of the San Juan Islands, and the Rosario Straits. Vancouver followed in 1792, naming Bellingham Bay in honor of Sir William Bellingham, one of the chief controllers of the British Navy.

WHATCOM

Located where Whatcom Creek flows into Bellingham Bay, this settlement was the first town on the bay. It was founded in 1852 by Captain Edward Eldridge, William Brown, Henry Hewitt, and William Utter. Captain William Roeder opened a lumber mill and shipyard. Soon coal was discovered. By the 1860s, a second town on the bay, Sehome, was also thriving. By the turn of the century, the bay had 10 active lumber mills producing boxes, shingles, and doors, as well as regular lumber. In 1903,

names of these towns disappeared from the map as they were consolidated to form the modern city of Bellingham.

FAIRHAVEN

This boom town of the late Nineteenth Century was founded in anticipation of becoming the western terminus of the second northern transcontinental railroad, the Great Northern Railway. When the railroad chose Seattle, 90 miles to the south, the development of Fairhaven came to an abrupt halt. Buildings were left incompleted, and the town died. Located just to the south of the City of Bellingham the townsite was eventually swallowed up by the city.

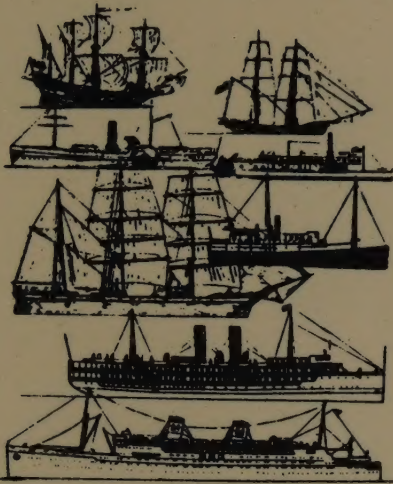
ROCHE HARBOR

At the northern tip of San Juan Island, the early British settlers discovered a lime deposit, and had a lime kiln in operation before 1846, when the island came under United States sovereignty. In 1886, the site was bought by industrialist John S. McMillan who proceeded to develop the site. He erected a company town, hired workers, and paid them with script redeemable only at the company store. Ships, unable to find cargo elsewhere, called at the port as a last resort. Roche Harbor, long since a ghost port, was sold in 1956, and turned into a resort using the old company store, and town hotel, Hotel De Haro, built in 1887, as its nucleus.

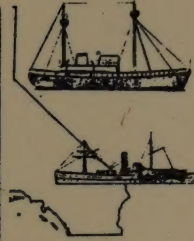
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ABOUT THE AUTHOR:

This book is one of a continuing series of books by Martin Riegel covering various aspects of our Pacific nautical heritage. The author is a member of the National Maritime Historical Society, and the Steamship Historical Society of America. He holds both BA and MBA degrees and has served as an instructor aboard the tallship PILGRIM, located in Dana Point, CA.

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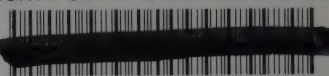
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